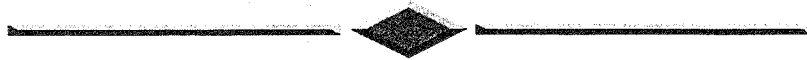


SECTION 5.0



ALTERNATIVES TO THE PROJECT

5.0 ALTERNATIVES TO THE PROJECT

5.1 INTRODUCTION

CEQA requires consideration of alternative development scenarios and analysis of impacts associated with the alternatives. Through comparison of these alternatives to the Project, the advantages of each can be weighed and analyzed. Section 15126(d) of the CEQA Guidelines requires that an EIR, “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (Section 15126[d]).

Additionally, Section 15126(d) of the Guidelines state:

- The specific alternative of “no-project” shall also be evaluated along with its impact. If the environmentally superior alternative is the “no-project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.
- The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the proposed project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the proposed project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.

Pursuant to the guidelines stated above, a range of alternatives to the Project are considered and evaluated in this EIR. These alternatives were developed in the course of preparing this EIR to determine whether alternatives to the Project, particularly any amendments to the Redevelopment Plan, could reduce or eliminate any significant adverse affects of the Project as adopted. The discussion in this section provides:

1. A description of alternatives considered.

2. An analysis of whether the alternatives meet most of the objectives of the Project (described in Section 2.0 of this EIR).
3. A comparative analysis of the alternatives under consideration and the Project. The focus of this analysis is to determine whether alternatives are capable of eliminating or reducing the significant environmental effects of the Project to below a level of significance.

5.2 ALTERNATIVES UNDER CONSIDERATION

The alternatives considered in this EIR include four conceptual land use development alternatives (reuse alternatives) and the No-Project Alternative. The four reuse alternatives include the Entertainment Alternative, Low Traffic Alternative, High Traffic Alternative, and Minimal Airport Expansion Alternative.

The reuse alternatives considered involve reuse or redevelopment of existing structures. Reuse means use of existing structures for a new purpose; redevelopment involves demolition of existing structures with construction of new facilities. The reuse alternatives discussed in this section consider the environmental impacts of implementing the NTC Redevelopment Plan with land use modifications under each alternative. Table 5-1 provides a summary of each redevelopment alternative analyzed in this EIR with respect to land use type and acreage. Each of the alternatives is described below. Table 5-2 provides a comparison of impacts of the Project, as adopted, to each alternative.

5.2.1 Entertainment Alternative

Description of Alternative

The Entertainment Alternative is comprised of the following uses: residential, elementary school, entertainment/commercial, recreation, golf course, hotel, and airport expansion. Table 5-1 identifies the acreage for each proposed land use. This alternative does not include the education, office/retail/museum, city pump expansion, Public Safety Institute, or the MWWDD lab land uses that are part of the Project.

Table 5-1. Summary of Alternatives

Land Use Categories	Acreage by Alternative ¹				
	Entertainment	Low Traffic	High Traffic	Minimal Airport Expansion	No Project Alternative
Residential					
Market Rate Units	39	22	—	39	—
Military Family Housing	65	65	65	65	—
Education					
Adult	—	38	35	29	—
Elementary	7	16	7	7	—
Office/Retail/Museum	—	—	—	58	—
Non-Profit/Office	—	34	—	—	—
Office/Research and Development/Retail	—	—	105	—	—
Light Industrial	—	—	16	—	—
Entertainment/Commercial	113	—	—	—	—
Hotels					
West side	17	—	—	18	—
East side (Camp Nimitz)	—	10	28	14	—
Recreation	46	77	86	77	—
Golf Course	42	72	18	42	—
New Wetlands	—	—	5	—	—
California Least Tern Site	25	25	29	21	—
City Pump Station Expansion	—	—	—	—	—
Public Safety Institute	—	—	38	44	—
Airport Expansion	78	68	—	10	—
MWWD Lab	—	5	—	8	—
Boat Channel	52	52	52	52	—
Harbor Drive	18	18	18	18	—
Caretaker	—	—	—	—	502
Total Acreage	502	502	502	502	502

Note: ¹This table represents a summary of acreage by land use categories. The acreage numbers are rounded and approximate.

Table 5-2. Comparison of Impacts of Project and Alternatives

Impact Category	Project Alternative				
	Entertainment	Low Traffic	High Traffic	Minimum Airport Expansion	No Project
Land Use	Greater	Less	Greater	Similar	Less
Transportation/ Circulation	Less	Less	Greater	Less	Less
Cultural Resources	Similar	Similar	Similar	Similar	Less
Population, Employment, and Housing	Less	Less	Similar	Similar	Less
Infrastructure/ Utilities	Similar	Similar	Similar	Similar	Less
Biological Resources	Similar	Similar	Similar	Similar	Less
Geology/Soils	Greater	Greater	Similar	Similar	Less
Hydrology/Water Quality	Similar	Similar	Similar	Similar	Similar
Air Quality	Less	Less	Greater	Less	Less
Public Health/Safety	Less	Less	Similar	Similar	Less
Visual Resources	Similar	Similar	Similar	Similar	Less
Noise	Similar	Similar	Similar	Similar	Less
Hazardous Substances/Wastes	Greater	Greater	Similar	Similar	Less
Community Services/Facilities	Similar	Less	Similar	Similar	Less

Under this alternative, residential uses, 450 market rate units and 500 military family housing units, would be located in the southwestern portion of the site, as would a 7-acre elementary school site. The entertainment/commercial uses would be located on the central portion of the site and the golf course would be located on the north and northeastern part of the property adjacent to the entertainment/commercial uses. Recreation and hotel uses would be located on the west side of the boat channel. Camp Nimitz, the easternmost part of the Project Area, would be the location of the airport expansion.

Land Use

With implementation of this alternative it is anticipated that pedestrian activity associated with the proposed entertainment/commercial land uses may result in privacy impacts to existing and proposed residential areas, as well as noise and pedestrian traffic impacts.

Public use of the boat channel may not be compatible with the airport expansion area under this alternative. These land use impacts are greater than the land use impacts associated with the Project. The following identifies impacts that would be similar to the Project:

- The Entertainment Alternative may impact some visual access to the bay from view corridors along adjacent public streets in the area northwest of the base due to views potentially being blocked by proposed development.
- Some of the land uses would be incompatible with the noise levels (CLUP contours) produced by Lindbergh Field operations according to the City's Progress Guide and General Plan.

Transportation and Circulation

Implementation of this alternative would result in less of a traffic and circulation impact than the Project. The Entertainment Alternative would generate approximately 46,175 daily trips, which is 8,461 daily trips less than the Project. Although a reduced number of trips would be generated with implementation of this alternative, onsite and offsite roadway segments and offsite intersections would continue to be significantly impacted under the Entertainment Alternative.

Cultural Resources

Implementation of this alternative would result in cultural resources impacts similar to the Project. New structures that affect the Historic District's setting or integrity would represent an impact under this alternative.

Population, Employment, and Housing

When compared to the Project, employment levels associated with this alternative are much smaller; therefore, no significant impacts to population would occur. Although, employment and income levels would be less than the Project under this alternative, impacts on employment and income would be beneficial. The Entertainment Alternative proposes an additional 100 market rate housing units over the Project; however, as with the Project, impacts on the supply and demand for housing would not occur. This

alternative does not contain provisions for onsite transitional housing for the homeless population.

Infrastructure and Utilities

Similar to the Project, implementation of this alternative would result in no impacts.

Biological Resources

Implementation of this alternative would not avoid or reduce biological impacts; therefore, the impacts are similar to that of the Project.

Geology and Soils

Implementation of this alternative would result in greater impacts to geology and soils than the Project. This is due to excavation of the landfill to support airport expansion, potentially resulting in differential settlement.

Hydrology and Water Quality

Implementation of this alternative would result in similar impacts to hydrology and water quality as the Project. Similar to the Project, storm water discharge may contain small amounts of fuels, oils, and other residual contaminants that could degrade surface water resources.

Air Quality

As development would be less intense, implementation of the Entertainment Alternative would result in generation of less air emissions due to vehicular traffic than would occur under the Project. No significant impact would occur to air quality, as the Project's impacts are less than significant.

Public Health and Safety

Similar to the Project, implementation of this alternative would result in significant impacts to public health and safety. However, the Public Safety Institute is not a part of this alternative, so there is no safety hazard concern for hotel guests adjacent to this facility as with the Project.

Visual Resources

Implementation of this alternative would result in similar impacts to visual resources as the Project. Removal of the majority of the existing visual character elements found within the proposed residential, educational, and hotel (west side) would result in a significant impact. The development of the education and residential land use areas under the Entertainment Alternative would likely impact view corridors along Curtis, Zola, Voltaire, and Russell Streets.

Noise

Implementation of this alternative would result in similar traffic noise impacts as the Project; therefore, no significant traffic noise impacts would result from implementation of the Entertainment Alternative. Similar to the Project, the Entertainment Alternative proposes uses that are considered incompatible with noise levels produced by Lindbergh Field. This would result in a significant land use impact and is further discussed under Land Use. Construction noise impacts would be the same as the Project.

Hazardous Substances and Wastes

Under the Entertainment Alternative, the airport uses proposed would not be adequately supported by the type of landfill cap discussed under the Project because implementation of these uses would require substantial excavation and compaction of the landfill. These types of activities could result in potential releases of pollutants or contaminants into the air and groundwater. In addition, transportation of hazardous substances on area roadways could result in exposure of same to the public or a release to the environment. Such exposure/releases may result in significant impacts to human health and the environment. In addition, proposed structures could be subject to differential settlement, which may result in significant impacts. For specific developments under the

Entertainment Alternative, subsequent environmental review would be required to reduce impacts to below a level of significance.

Community Services and Facilities

Implementation of this alternative would result in similar impacts to community services and facilities as would the Project. The Entertainment Alternative would increase attendance at the local elementary, middle, and high schools. However, under this alternative, elementary school students would attend the new elementary school onsite, which would be designed to accommodate the forecasted number of elementary school-aged children. Based on existing high school capacity, the high school students generated by this alternative could be accommodated; therefore, impacts would not occur. With respect to the Correia Middle School, which is currently operating above capacity, impacts associated with the additional 71 students under this alternative would be less than significant since school impact fees would be allocated to the SDUSD for new residential and commercial uses.

Conclusion

Implementation of this alternative would result in similar impacts to the Project for resources including cultural resources, infrastructure and utilities, biological resources, geology and soils, hydrology and water quality, visual resources, noise, and community services and facilities. Land use compatibility impacts would be greater than the Project due to increased pedestrian activity associated with the entertainment/commercial land uses. This could result in privacy impacts to existing and residential areas. Under this alternative, impacts associated with traffic and circulation and air emissions would be less than the Project due to a decreased number of daily trips. In comparison to the Project, the beneficial population, employment, and housing impacts would be less due to fewer jobs being created under this alternative. Public health and safety impacts would also be less than the Project, as the Public Safety Institute is not a part of this alternative. Therefore, there is no safety concern for hotel guests adjacent to this facility under this alternative. Hazardous substances and wastes impacts are expected to be greater under this alternative as excavation of the landfill to support airport expansion may result in an impact to human health and the environment. The excavation may also result in differential settlement. This alternative meets some of the objectives set forth in Section 2.0 of this EIR for the NTC Redevelopment Plan. However, it does not fully

meet the objective of promoting growth and vitality of the Project Area's business environment, create a viable economic atmosphere that attracts public and private investment, nor does it provide a full range of employment opportunities within the Project Area.

5.2.2 Low Traffic Alternative

Description of Alternative

The Low Traffic Alternative was developed to provide a combination of uses that would minimize traffic generation levels to approximate the levels at NTC San Diego prior to closure. The following proposed uses comprise this alternative: residential, elementary school, recreation, golf course, education, non-profit/office, MWWd lab, hotel, and airport expansion. Table 5-1 identifies the acreage for each proposed land use. This alternative does not include the office/retail/museum, city pump expansion, or Public Safety Institute land uses that are a part of the Project.

Under this alternative, the residential use would accommodate 200 market rate multi-family units and 500 military family housing units on the southwestern corner of the Project Area. The elementary school would be located adjacent to the residential use. This facility would accommodate school children from new housing, including military family housing, and the surrounding community. Passive and active recreational uses would be developed along the boat channel and along the western boundary of the base. Implementation of this alternative would develop a public golf course located northwest of the boat channel.

The educational area would be located in the south-central portion of the site adjacent to the recreational areas. Non-Profit/Office Uses would be located in the north central portion of the site. This use would utilize structures within the Historic District. The MWWd lab facility would be located on the west side of the boat channel. With implementation of the Low Traffic Alternative, one hotel would be located on the southwestern corner of the Camp Nimitz portion of the base, adjacent to the boat channel and Harbor Drive. The remaining portion of Camp Nimitz would be dedicated to the airport expansion under the Low Traffic Alternative.

Land Use

With implementation of this alternative, no incompatible land use impacts would occur since the increase in use would only be moderate. The Low Traffic Alternative would generate less traffic than NTC San Diego as a fully operating military base; therefore, this alternative would be consistent with the Peninsula Community Plan goal to reduce traffic congestion and impacts would not occur. However, airport expansion on Camp Nimitz would result in lack of public access to the east side of the boat channel, which would result in a greater impact to use of the boat channel than the Project. The following identifies impacts that would be similar to the Project:

- The Low Traffic Alternative could impact some visual access to the bay from view corridors along adjacent public streets in the area northwest of the base due to views potentially being blocked by proposed development.
- Some of the proposed land uses would be incompatible with the noise levels (CLUP contours) produced by Lindbergh Field operations according to the City's Progress Guide and General Plan.

Transportation and Circulation

Implementation of this alternative would result in less of a traffic and circulation impact than the Project. The Low Traffic Alternative would generate approximately 34,636 daily trips, which is 20,000 daily trips less than the Project. Offsite impacts would not occur under this alternative, although some onsite roadway segments would be operating at LOS E or F during year 2015 as they would be with the Project.

Cultural Resources

Implementation of this alternative would result in cultural resources impacts similar to the Project. New structures that affect the Historic District's setting or integrity would represent an impact under this alternative.

Population, Employment, and Housing

Implementation of the Low Traffic Alternative would result in less of an impact to population, employment, and housing than the Project, although the Project's impact to this resource is less than significant. This alternative contains no provision of onsite transitional housing for the homeless population.

Infrastructure and Utilities

Similar to the Project, implementation of this alternative would result in no impacts.

Biological Resources

Implementation of this alternative would not avoid or reduce biological impacts; therefore, the impacts are similar to those of the Project.

Geology and Soils

Implementation of this alternative would result in greater impacts to geology and soils than the Project. This is due to excavation of the landfill to support airport expansion, potentially resulting in differential settlement.

Hydrology and Water Quality

Implementation of this alternative would result in similar impacts to hydrology and water quality as the Project. Similar to the Project, stormwater discharge may contain small amounts of fuels, oils, and other residual contaminants that could degrade surface water resources.

Air Quality

As development would be less intense, implementation of the Low Traffic Alternative would result in generation of fewer air emissions due to vehicular traffic than would occur under the Project. No significant impact would occur to air quality under this alternative, as the Project's impacts are less than significant.

Public Health and Safety

Similar to the Project, implementation of this alternative would result in significant impacts to public health and safety. However, the Public Safety Institute is not a part of this alternative, so there is no safety hazard concern for hotel guests adjacent to this facility as with the Project.

Visual Resources

As with the Project, impacts to visual resources would occur under the Low Traffic Alternative. A significant impact would result from the disturbance of existing land uses for development of the proposed residential, elementary school, and MWWWD lab land use areas. Proposed development of the residential and entertainment/commercial land use areas under the Low Traffic Alternative is likely to affect the existing view corridors along Curtis, Zola, Voltaire, and Russell Streets.

Noise

Similar to the Project, the Low Traffic Alternative would not contribute enough traffic to significantly increase noise levels. No significant traffic noise impacts would result from implementation of the Low Traffic Alternative. Similar to the Project, this alternative proposes uses that are considered incompatible with noise levels produced by Lindbergh Field. This would result in a significant land use compatibility impact and is further discussed under Land Use. Construction noise impacts would be the same as the Project.

Hazardous Substances and Wastes

Under the Low Traffic Alternative, the airport uses proposed would not be adequately supported by the type of landfill cap discussed under the Project because implementation of these uses would require substantial excavation and compaction of the landfill. These types of activities could result in potential releases of pollutants or contaminants into the air and groundwater. In addition, transportation of hazardous substances on area roadways could result in exposure of some to the public or a release to the environment. Such exposure/releases may result in significant impacts to human health and the environment. In addition, proposed structures could be subject to differential settlement,

which may result in significant impacts. For specific developments under the Low Traffic Alternative, subsequent environmental review would be required to reduce impacts to below a level of significance.

Community Services and Facilities

Due to the less intense development, implementation of this alternative would result in fewer community services and facilities impacts than the Project. No significant impact would occur to community services and facilities under this alternative, as the Project's impacts to all services are less than significant. The Low Traffic Alternative would increase attendance at the local elementary, middle, and high schools. However, under this alternative, elementary school students would attend the new elementary school onsite, which would be designed to accommodate the forecasted number of elementary school-aged children. Based on existing high school capacity, the high school students generated by this alternative could be accommodated; therefore, impacts would not occur. With respect to the Correia Middle School, which is currently operating above capacity, impacts associated with the additional 57 students under this alternative would be less than significant since school impact fees would be allocated to the SDUSD for new residential and commercial uses.

Conclusion

As development would be less intense under this alternative, fewer impacts to land use; traffic and circulation; population, employment, and housing; air quality; public health and safety; and community services and facilities would result when compared to the Project. Impacts to cultural resources, infrastructure and utilities, biological resources, geology and soils, hydrology and water quality, visual resources, and noise would be similar to those of the Project. Hazardous substances and wastes impacts are expected to be greater under this alternative as excavation of the landfill to support airport expansion may result in an impact to human health and the environment. The excavation may also result in differential settlement. This alternative meets most of the objectives set forth in Section 2.0 of this EIR for the NTC Redevelopment Plan.

5.2.3 High Traffic Alternative

Description of the Alternative

Proposed land uses under the High Traffic Alternative include military family housing, elementary school, office/research and development/retail, light industrial, recreation, golf course, education, wetlands, hotel, and the Public Safety Institute. Table 5-1 identifies the acreage for each proposed land use. This alternative does not include market rate residential units, office/retail/museum, city pump expansion, airport expansion, or the MWWD lab land uses, which are part of the Project.

Under this alternative, the residential component would consist of 500 military family housing units on the southwestern corner of the Project Area. A 7-acre elementary school would be located adjacent to these housing units. Directly adjacent to the housing area to the north are office/research and redevelopment/retail uses, which represent the largest allocation, approximately 1 million square feet, under the High Traffic Alternative. Light industrial facilities would be located in the western portion of the base. Recreation uses would border a majority of the site, with the exception of the military family housing, where the recreational use would be located between the housing and office/research and redevelopment/retail uses. In addition, a 3-acre recreational area would be located on Camp Nimitz. The existing 18-acre public golf course located northwest of the boat channel would remain as is under this alternative.

Under the High Traffic Alternative, the educational area would be located adjacent to Rosecrans Street. This alternative proposes the creation of a new 5-acre wetland along the western edge of Camp Nimitz by removing riprap along the boat channel. One hotel would be located within Camp Nimitz, east of the boat channel and adjacent to Harbor Drive. The Public Safety Institute would be located in the central portion and the airport expansion would be located on the northern portion of Camp Nimitz.

Land Use

Implementation of this alternative would have a greater impact to the surrounding land uses than the Project. The high intensity of the proposed uses may not be compatible with the surrounding area. Impacts that would be similar to the Project include the following:

- The proposed Public Safety Institute's tactical training area, defensive tactics, and pistol range activities may create land use conflicts with the proposed hotel on Camp Nimitz.
- The proposed Public Safety Institute would not be consistent with the allowable uses under the tidelands trust. In addition, the Public Safety Institute would not be compatible with public use along the waterfront.
- Some of the proposed land uses would be incompatible with the noise levels (CLUP contours) produced by Lindbergh Field operations according to the City's Progress Guide and General Plan.

Transportation and Circulation

Implementation of this alternative would result in greater impacts to traffic and circulation than the Project. The High Traffic Alternative would generate approximately 66,247 daily trips, which is an increase of 11,611 daily trips over the Project. Due to the increased daily trips, additional offsite roadway segments, freeway segments, and intersections would be significantly impacted under the High Traffic Alternative.

Cultural Resources

Implementation of this alternative would result in cultural resources impacts similar to the Project. New structures that affect the Historic District's setting or integrity would represent an impact under this alternative.

Population, Employment, and Housing

Implementation of the High Traffic Alternative would result in impacts to population, employment, and housing similar to the Project, although the Project's impacts to this issue are less than significant. The total earnings of this alternative would be higher than the Project; therefore, the beneficial impact is greater. This alternative contains no provision of onsite transitional housing for the homeless population.

Infrastructure and Utilities

Similar to the Project, implementation of this alternative would result in no impacts.

Biological Resources

Implementation of this alternative would not avoid or reduce biological impacts; therefore, the impacts are similar to those of the Project. Wetlands are a sensitive resource, and creation of 5 acres of this habitat would result in a beneficial impact.

Geology and Soils

Implementation of this alternative would result in similar impacts to geology and soils as with the Project.

Hydrology and Water Quality

Implementation of this alternative would result in similar impacts to hydrology and water quality as the Project. Similar to the Project, stormwater discharge may contain small amounts of fuels, oils, and other residual contaminants that could degrade surface water resources.

Air Quality

Although the intensity of this alternative is higher than the Project, implementation of the High Traffic Alternative would not result in significant degradation of local or regional air quality. Vehicular CO emissions would be below the federal and state 8-hour CO ambient air quality standards. Emissions of all criteria pollutants associated with construction activities and stationary sources were below the significance criteria; therefore, no significant impacts would occur to air quality under this alternative.

Public Health and Safety

Similar to the Project, implementation of this alternative would result in significant impacts to public health and safety.

Visual Resources

As with the Project, impacts to visual resources would occur under the High Traffic Alternative. Significant visual character impacts would result from the proposed residential, educational, research and development, light industrial, and office/retail land use areas. Proposed development of the education and residential land use areas under this alternative would significantly impact the existing view corridors along Curtis, Zola, and Voltaire Streets.

Noise

Similar to the Project, the High Traffic Alternative would not contribute enough traffic to significantly increase noise levels. No significant traffic noise impacts would result from the implementation of the High Traffic Alternative. Similar to the Project, this alternative proposes uses that are considered incompatible with noise levels produced by Lindbergh Field. This would result in a significant land use compatibility impact and is further discussed under Land Use. Construction noise impacts would be the same as with the Project.

Hazardous Substances and Wastes

As with the Project, no significant hazardous substances and wastes impacts would occur with implementation of this alternative.

Community Services and Facilities

Implementation of this alternative would result in similar impacts to community services and facilities as the Project, although the Project's impacts to all services are less than significant. The High Traffic Alternative would increase attendance at the local elementary, middle, and high schools due to the proposed 500 military family housing units under this alternative. However, under this alternative, elementary school students would attend the new elementary school onsite, which would be designed to accommodate the forecasted number of elementary school-aged children. Based on existing high school capacity, the high school students generated by this alternative could be accommodated; therefore, impacts would not occur. With respect to the Correia

Middle School, which is currently operating above capacity, impacts associated with the additional 46 students under this alternative would be less than significant since school impact fees would be allocated to the SDUSD for new residential and commercial uses.

Conclusion

Implementation of this alternative would result in impacts similar to the Project for resources including cultural resources; population, employment, and housing; infrastructure and utilities; biological resources; geology and soils; hydrology and water quality; public health and safety; visual resources; noise; hazardous substances and wastes; and community services and facilities. Land use impacts could be greater because the high intensity of proposed uses may not be compatible with the surrounding area. In addition, traffic and circulation impacts and air quality emissions would be increased due to an increased number of daily trips under this alternative. This alternative meets some of the objectives set forth in Section 2.0 of this EIR for the NTC Redevelopment Plan. However, it does not fully meet the objective of promoting and enhancing varied housing opportunities within the Project Area or improving land use compatibility with surrounding neighborhoods.

5.2.4 Minimal Airport Expansion Alternative

Description of the Alternative

This alternative is the reuse plan recommended by the NTC San Diego Reuse Planning Committee on April 24 and May 15, 1996 with the addition of the military family housing and elementary school. Layouts and allotments of proposed uses are almost identical to the Project, although less land is allocated to airport expansion. Table 5-1 identifies the acreage for each proposed land use.

Under this alternative, residential uses would comprise 450 market rate units and 500 military family housing units, which would be located on the southwestern portion of the site. The market rate units would include a mixture of townhomes and apartments. The existing barracks adjacent to Rosecrans Street would be reused for 75 to 100 transitional housing units. An elementary school would be constructed adjacent to the military family housing units. The educational area would be located adjacent to the residential use.

Recreational uses would be located along the western edge of the boat channel. The golf course would be located along the north and northwest boundaries of the site. Directly adjacent to the golf course, to the southeast, is the office/retail/museum use, which represents the largest development component of the Minimal Airport Expansion Alternative.

As with the Project, two hotels are proposed under this alternative. One hotel would be located in the southwestern corner of the site, west of the boat channel. The second would be located on the Camp Nimitz portion of the base, in the southern portion along Harbor Drive. North of the hotel on Camp Nimitz is the MWWD facility, which would be located adjacent to the boat channel. Under this alternative, the Public Safety Institute would be located in the central portion of Camp Nimitz. The northern and northeastern portion of Camp Nimitz would be developed with airport expansion uses.

Land Use

Implementation of this alternative would result in land use compatibility impacts similar to the Project due to the layouts and allotments of proposed uses being almost identical to the adopted Redevelopment Plan. The following identifies impacts that would be similar to the Project:

- The proposed Public Safety Institute's tactical training area, defensive tactics, and pistol range activities may create land use conflicts with the proposed hotel on Camp Nimitz.
- Some visual access to the bay from view corridors along adjacent public streets in the area northwest of the base could be blocked by proposed development.
- The proposed Public Safety Institute would not be consistent with the allowable uses under the tidelands trust. Some of the proposed land uses would be incompatible with the noise levels (CLUP contours) produced by Lindbergh Field operations according to the City's Progress Guide and General Plan.
- The MWWD lab and Public Safety Institute would not be compatible with public use along the waterfront.

Transportation and Circulation

Implementation of this alternative would result in fewer traffic and circulation impacts than the Project. The Minimal Airport Expansion Alternative would generate approximately 53,254 daily trips, which is 1,382 daily trips less than the Project. Although a reduced number of trips would be generated under this alternative, onsite and offsite roadway segments and offsite intersections would be significantly impacted.

Cultural Resources

Implementation of this alternative would result in cultural resources impacts similar to the Project. New structures that affect the Historic District's setting or integrity would represent an impact under this alternative.

Population, Employment, and Housing

As this alternative is similar to the Project, and the Project's impact to this resource is less than significant, no adverse impacts to population, employment, and housing would occur under this alternative.

Infrastructure and Utilities

Similar to the Project, implementation of this alternative would result in no impacts.

Biological Resources

Implementation of this alternative would not avoid or reduce biological impacts; therefore, the impacts are similar to those of the Project.

Geology and Soils

Implementation of this alternative would result in similar impacts to geology and soils as with the Project.

Hydrology and Water Quality

Implementation of this alternative would result in similar impacts to hydrology and water quality as the Project. Similar to the Project, stormwater discharge may contain small amounts of fuels, oils, and other residual contaminants that could degrade surface water resources.

Air Quality

As traffic generated by this alternative would be less than the Project, the impact to air quality due to traffic-related emissions would be less than the Project.

Public Health and Safety

Similar to the Project, implementation of this alternative would result in significant impacts to public health and safety.

Visual Resources

Implementation of this alternative would result in similar visual resources impacts as the Project. Removal of the majority of the existing visual character elements found within the proposed residential, educational, and hotel (west side) would result in a significant impact. As with the Project, the proposed development of the education and residential land use areas under the Minimal Airport Expansion Alternative would likely impact view corridors along Curtis, Zola, Voltaire, Russell, and Quimby Streets.

Noise

Similar to the Project, the Minimal Airport Expansion Alternative would not contribute enough traffic to significantly increase noise levels. No significant traffic noise impacts would result from implementation of the Minimal Airport Expansion Alternative. Similar to the Project, this alternative proposes uses that are considered incompatible with noise levels produced by Lindbergh Field. This would result in a significant land use compatibility impact and is further discussed under Land Use. Construction and aircraft noise impacts would be the same as the Project.

Hazardous Substances and Wastes

As with the Project, no significant hazardous substances and wastes impacts would occur with implementation of this alternative.

Community Services and Facilities

Implementation of this alternative would result in similar impacts to community services and facilities as with the Project. The Minimal Airport Expansion Alternative would increase attendance at the local elementary, middle, and high schools. However, under this alternative, elementary school students would attend the new elementary school onsite, which would be designed to accommodate the forecasted number of elementary school-aged children. Based on existing high school capacity, the high school students generated by this alternative could be accommodated; therefore, impacts would not occur. With respect to the Correia Middle School, which is currently operating above capacity, impacts associated with the additional 71 students under this alternative would be less than significant since school impact fees would be allocated to the SDUSD for new residential and commercial uses.

Conclusion

Implementation of this alternative would result in similar impacts as the Project for resources including land use; population, employment, and housing; cultural resources; infrastructure and utilities; biological resources; geology and soils; hydrology and water quality; public health and safety; visual resources; noise; hazardous substances and wastes; and community services and facilities. Impacts to traffic and circulation and air quality would be less than the Project due to slightly fewer trips generated by this alternative. As a result, this alternative is environmentally superior to the Project. This alternative meets most of the objectives set forth in Section 2.0 of this EIR for the NTC Redevelopment Plan.

5.2.5 No-Project Alternative

Under the No-Project Alternative, the Navy would retain ownership of NTC San Diego. The property would not be put to further use and would exist as a vacant military base

under caretaker status (i.e., placed in a condition intended to prevent deterioration and ensure public safety). A caretaker/maintenance staff would ensure that the following tasks are accomplished: provide base resource protection and grounds maintenance, maintain existing utilities operations, and provide building care. No other military activities or missions would be performed on the NTC San Diego property.

The following maintenance activities would be conducted under the No-Project Alternative:

- Maintain structures in a caretaker status to prevent deterioration. This would involve disconnecting or draining some utility lines and securing facilities, which may require building rehabilitation funding.
- Isolate or deactivate onsite utility distribution lines.
- Provide maintenance of roads to ensure access.
- Provide grounds maintenance of open areas. This would primarily consist of mowing to eliminate fire, health, and safety hazards.
- Maintain the golf course in a manner that would facilitate the economical resumption of its use.
- Maintain existing outleashes not terminated at the time of base closure.
- Provide support and funding to complete any necessary environmental remediation.
- Maintain a public affairs staff to provide necessary public relations support services after base closure.
- Continue investigation/remediation activities associated with the Installation Restoration Program (IRP) and Underground Storage Tank (UST) Program.

Land Use

The No-Project Alternative would represent a less than significant land use impact on the Peninsula community because it would not take advantage of the waterfront as a public resource and would continue to block the community's physical access to the bay. However, none of the goals and policies of the various plans that guide land use in the area could be applied to NTC San Diego and the community would be missing an opportunity to incorporate the unused military base into the community.

Transportation and Circulation

Implementation of this alternative would result in the generation of substantially less traffic than under the Project. As no additional traffic would be generated, no additional impacts to surrounding roadways would occur. Under this alternative, traffic congestion would still occur as most roadway segments and intersections would operate at current deficiencies.

Cultural Resources

Implementation of this alternative would result in less of a cultural resources impact than the Project. As no development would occur under the caretaker status, cultural resources impacts would be avoided.

Population, Employment, and Housing

As no residential units are planned under the No-Project Alternative, no impacts on population or housing would occur. There would be a minimal number of jobs associated with the property in caretaker status; therefore, impacts on employment and income would be beneficial.

Infrastructure and Utilities

With implementation of the No-Project Alternative, there would be no increase in demand for public services and utilities. Under the caretaker status, the existing infrastructure would be maintained and, when necessary, replaced or retrofitted to ensure that operating standards are met; therefore, impacts would not occur.

Biological Resources

Under the caretaker status no development would occur onsite; therefore, no significant impacts to biological resources would result with implementation of the No-Project Alternative.

Geology and Soils

As no additional development would occur under this alternative, implementation of the No-Project Alternative would result in less of a geology and soil impact than the Project.

Hydrology and Water Quality

Implementation of this alternative would have similar impacts to hydrology and water quality as the Project. As existing uses would remain onsite under this alternative, stormwater discharge, which may contain small amounts of urban pollutants, could degrade surface water resources.

Air Quality

Implementation of this alternative would not generate additional air emissions; therefore, no significant impacts would occur under the No-Project Alternative.

Public Health and Safety

Under the No-Project Alternative, the status quo would be maintained; therefore, no impacts would occur to public health and safety.

Visual Resources

Implementation of this alternative would result in less visual impacts than the Project. There would be no level of new disturbance under this alternative, since the base would be left in caretaker status, and no buildings or site elements would be removed. Under the No-Project Alternative, the Navy would be responsible for general maintenance and

upkeep to ensure that a negative visual impact (e.g., graffiti, vandalism, weeds, and litter) on the community would not occur.

Noise

No increases in noise levels would be expected from implementation of caretaker activities, and it is anticipated that noise levels would actually decrease when compared to existing conditions, resulting in beneficial impacts.

Hazardous Substances and Wastes

Under this alternative hazardous substances and wastes would be the responsibility of the Navy and subject to applicable federal, state, and local regulations. Implementation of this alternative would result in less of a hazardous substances and wastes impact than the Project.

Community Services and Facilities

Implementation of this alternative would result in less of a community services and facilities impact than the Project. Under the No-Project Alternative, there would not be a demand for additional community services and facilities; therefore, significant impacts would not occur. Beneficial recreational opportunities would not be realized with implementation of this alternative.

Conclusion

Overall, this alternative is environmentally superior to the Project; however, it does not meet the objectives of the Project and revitalization activities as set forth in Section 2.0 of this EIR.

Existing Lease

A "Master Lease" (including all improvements and related personal property) exists between the City of San Diego and the Navy. The Master Lease covers Buildings 234 and 235, which are subleased to the MWWDC; Building 417, subleased to San Diego State

University as a marine studies laboratory; and Building 619, subleased to the Head Start program as a child care facility.

In addition to the existing Master Lease, on April 29, 1997, the City Council voted to exercise its option to acquire the right to lease up to 60 buildings located on the main base. This action is known as "Modification 4." The lease was further modified ("Modification 8"), effective May 1, 1999. There would be no resource-specific impacts associated with the Master Lease.

This page intentionally left blank.